

A12-1

Serial: 09

UNITED STATES PACIFIC FLEET  
AIR FORCE  
PATROL BOMBING SQUADRON 139

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c/o Fleet Post Office,  
San Francisco, Calif.,  
1 May 1945.

WAR DIARY  
1 April to 30 April 1945

Patrol Bombing Squadron 139 under the command of Lieutenant Commander Glenn A. DAVID, (A1), U.S.N.R., at the close of April, consisted of fifty-five (55) officers and fifty-four (54) enlisted men. Thirteen (13) PV-2 type aircraft remain of fifteen (15) originally assigned this squadron.

Maintenance has improved slightly although it continues to be a problem second only to weather in keeping our aircraft on the ground.

On the sixth of April, four (4) planes armed with rockets were assigned enemy installations at Minami Zaki as the target for their attack. Due to weather conditions at the target, it was deemed advisable to strike at the more proximate alternate target at Kokutan Zaki. Hits were observed on the lighthouse and surrounding buildings. There was no enemy opposition from either ground or air, indicating the probability of a complete surprise or Japanese indifference to an attack on what appears to be an abandoned area.

Four (4) planes led by the Commanding Officer on the tenth of April made a rocket attack on an inoperative fish cannery at Hayake Gawa. Hits were scored and a shed was left in flames, as evidenced by a two thousand foot column of smoke seen by Army aircraft in the vicinity later on. Again there was no enemy opposition, indicating complete surprise and enemy indifference.

A mission of four (4) planes made the fish cannery at Tomari Zaki the target of a rocket attack on the fifteenth of April. Again, surprise was achieved. A small trawler at rest in the bay, was flushed and headed for the beach at full power, as our planes passed over it at deck level. Rocket hits were

**Area**

**PATROL BOAT SQUADRON 179**

c/o Fleet Post Office,  
San Francisco, Calif.,  
1 May 1945.

WAR DIARY (Cont'd)  
2 April to 17 April 1943

During the early part of April, it was decided that our Squadron would take over all the strikes and share the searches with Patrol Bombing Squadron 131. This decision was made by the Wing because of the fact that the PV-2 has a gross over-load rating greater than the PV-1.

On 28 April, four (4) planes struck at Himeki Lake, using the new HVAR's (high velocity aircraft rockets) for the first time. Entering the target area, evidence that the enemy had been alerted, was provided in the form of accurately concentrated heavy anti-aircraft fire. All rockets were launched but the results were unobserved. The planes returned safely to our base.

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PATROL BOMBING SQUADRON 139

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~~CONFIDENTIAL~~

ENCLOSURE (A)

WAR STAFF  
1 May to 31 May 1949

Patrol Bombing Squadron 139, under the command of Lieutenant Commander Glenn A. DAVID, (A1), U.S.N.R., at the close of May, consisted of fifty-two (52) officers and fifty-four (54) enlisted men. Thirteen (13) PV-2 type aircraft remain of fifteen (15) originally assigned this squadron.

On the tenth of May, two flights of four (4) planes each, made an anti-shipping sweep with Minami Zaki as the secondary target. Our Commanding Officer led the first flight to the target on Radar Hill, Minami Zaki, scoring several rocket hits on the area. More than 150 rounds of .50 caliber machine gun ammunition were expended by the planes on radar installations and buildings. Anti-aircraft fire was observed and continued until our planes retired. One of our co-pilots suffered minor wounds from debris caused by ground fire. The second flight, of four (4) planes led by Lieutenant MacGREGOR, Squadron Executive Officer, attacked in much the same manner. Rocket results were not observed, but machine gun hits were registered on radio and radar installations, buildings and fishing boats beached near Suro Zaki. Ground personnel were observed attempting to extinguish fires caused by planes of Flight One. During the attack, the bow of Lieutenant MacGREGOR's plane was struck by 20 mm anti-aircraft fire and one other caught fire from a short circuit in the radio equipment, caused by a direct hit in the radio compartment. The fire was extinguished, the radio-man suffering minor wounds from debris. All the planes returned to base.

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PATROL BOMBING SQUADRON 139

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G-2-H-F-I-T-E-H-F-I-A-I

c/o Fleet Post Office,  
San Francisco, Calif.,  
1 May 1945.

WAR DIARY (Cont'd)  
1 April to 30 April 1945

two (2) plane formation around the western side of Paramushiru into the Sea of Okhotsk looking for enemy shipping. Fog blanketed the Island with the weather over the water to the south CAVU so conditions were ideal for the sweep. However, no shipping was encountered and the results were negative.

During the period 1 April to 30 April forty-two (42) searches were scheduled and twenty-six (26) flown; fifty-eight (58) strikes scheduled, eighteen (18) completed, twelve (12) returned due to mechanical trouble or weather. All cancellations were due to bad weather.

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WAR DIARY Con't.

ENCLOSURE (A)

1 May to 31 May 1945

On 12 May, two (2) planes led by Lieutenant BOONE engaged in an offensive sweep in the Okhotsk Sea west of Paramushiro and were to attack Kohutan Zaki as a secondary target. Weather was more or less in the Sea of Okhotsk and efforts to locate Kohutan Zaki by radar, for purposes of making an attack, were unsuccessful so it was decided to approach Minami Zaki from seaward and fire the rockets thru the overcast, using radar for orientation. Flying at 1500 feet, with the radar showing the target one mile ahead, one (1) plane released rockets in ripple and the other fired in pairs. Results were unobserved and both planes returned to base.

On 14 May, Lieutenant Commander DAVID led a two (2) plane flight into the Okhotsk Sea on an offensive sweep. Proceeding up the coast of Shimushu, two (2) armed trawlers and a small fishing boat were sighted close together about two (2) miles west of Kohutan Zaki. Making his first run, Lieutenant Commander DAVID fired six rockets in ripple. No hits were observed but one (1) rocket was seen striking near one (1) of the trawlers. Coming out of his dive and executing a left turn, a second run was made, strafing the trawler with about 450 rounds of .50 caliber machine gun fire. Hits were scored and machine gun fire was observed coming from one (1) of the trawlers. Lieutenant ROWELL in the second plane made one (1) rocket and strafing run, releasing his rockets in ripple and observing machine gun hits on two (2) of the three (3) vessels. The two (2) planes then returned to base and, after landing,



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ENCLOSURE (A)

MR. HART Com't.  
1 May to 31 May 1943

run on our second plane approaching from the three o'clock position. At 1200 feet distance and five o'clock position the fighter broke off and disappeared into the overcast. The enemy plane was an Oscar and olive drab in color. It did not open fire, but the Harpoon's turret gunner fired 75 rounds with no hits observed. Between the time of sighting the Oscar and the time it made its run, two (2) other enemy fighters were observed to the South over the Straits area about five (5) miles away. They were seen to climb into the overcast and did not appear again. Following the run, our two (2) planes continued on course until about ten (10) miles north of Cape Lopatka and then returned to base.

On 20 May, Lieutenant MacBROOK led a flight of two (2) planes on a sweep in the Okhotsk Sea. While at an altitude of 2500 feet, at a point three (3) miles north of Sanje Jaki, our planes sighted ships in south Paramushiro Strait. Visibility in the Katscha area was very poor but further south in the neighborhood of Hashimura visibility was good. In the latter area, three (3) merchant vessels were sighted. Although seen from a distance of some ten (10) miles they appeared to be of three (3) thousand tons or more. There also appeared to be two (2) trawler size ships in the Katscha area. The search on the east coast of Shikotan included an examination of the Shire Izu area for possible existence of a radar installation. Further to the north, the grounded Russian ship Mariupol was observed to have what appeared to be new construction work around the foremast. Before departing from the area both planes fired

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ENCLOSURE (A) WAR DIARY Gen'l.  
1 May to 31 May 1945

their rockets at the Kokutan installations. Due to very poor visibility, results went unobserved. Following the attack both planes returned to base.

On 20 May, a dispatch was received from Bureau of Aeronautics restricting our aircraft to normal flight maneuvers, not to exceed two (2) g's at 36,000 or 2.4 g's at 31,000 pounds. This resulted in preventing future rocket or glide bombing attacks because of the pull-out factor.

On 26 May, a four (4) plane sweep was organized with Lieutenant MacGREGOR as flight leader. Two (2) planes were to search the west side of Shimabaru and two (2) planes to search the east side.

Due to mechanical trouble, Lieutenant MacGREGOR's section was delayed until another plane was made ready. Accordingly, Lieutenant TORRY departed first with his section. Having been ordered to examine the grounded Russian freighter Mariupol, on which activity had recently been reported, Lieutenant TORRY proceeded from Cape Lopatka southwest toward Kodari Zaki. When nearing this area Lieutenant TORRY observed a thirty-foot fishing boat south of the Mariupol and, from an altitude of 400 feet, made a run on the boat strafing with the bow guns. Hits were observed on the craft and personnel were seen crouching on the deck. Three (3) more runs were made, using bow and turret guns. During the runs, heavy bursts of anti-aircraft fire came from the vicinity of Kokutan. Upon leaving the fishing boat, Lieutenant TORRY headed northward and examined the Mariupol. He then joined the other planes in the vicinity of Cape Lopatka, having advised it



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WAR DIARY Com'd.

1 May to 31 May 1945

ENCLOSURE (A)

to stand by in that area. About the time the two (2) planes joined up, four (4) enemy fighters were observed to the southwest. Both Harpoons immediately took course eastward. The four (4) fighters, identified as Oscars, proceeded on a parallel course for about ten (10) miles, remaining about three fourths ( $3\frac{1}{4}$ ) of a mile distant at three (3) o'clock. They did not close and gradually dropped, finally turning and disappearing from sight. Lieutenant MacGREGOR, and his section reached the neighborhood of Cape Loretta about this time and Lieutenant TERRY informed him of the presence of enemy fighters, the anti-aircraft fire and the state of the target weather. The four (4) planes thereupon turned, changed course and returned to base.

During the period 1 May to 31 May 62 missions were scheduled, and 22 flown, 25 missions returned due weather, 15 cancelled due weather.

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1 JUNE TO 30 JUNE 1944

On 3 June, two planes, with Lieutenant STEINLE as flight leader, flew a sweep over the west coast of Shimushu. Flying on top at 2500 feet Lieut. (jg) BRADBURY, leading at this time because of malfunctioning of Lieutenant STEINLE's radar, picked up three large and one small blip appearing in Katscha Harbor on his radar scope. Selecting the largest blip as a target, Lieut. (jg) BRADBURY released his three bombs thru the overcast and Lieutenant STEINLE, flying within 75 feet of the lead plane released his three bombs a second or two later. Immediately after the bombs were released over Katscha a sudden break in the overcast afforded a quick glimpse of the Kashiwabara Wan area revealing one medium and one small freighter, one small war vessel possibly a frigate or destroyer escort, and eight or more smaller vessels, possibly trawler type near the shore to the north of the harbor. Due to the cloud cover beneath it was impossible to observe the result of either drop. Upon leaving the Straits area, both of our planes set course for base.

On 4 June, our Commanding Officer, Lieutenant Commander Glenn A. DAVID led a two-plane flight, with Lieutenant BERWITZER piloting the second plane, to the neighbor hood of Cape Lopatka. Attempts to reach the west coast of Shimushu were unsuccessful because of zero-zero conditions so the planes headed south along the east coast of Shimushu, circling and photographing the grounded former USSR vessel "Maripol" enroute. About this time, the two planes lost sight of each other in the clouds and proceeded separately down the coast.

Upon reaching the area of Hyakawa Gawa, Lieutenant Commander DAVID observed the weather further south to be zero-zero, so he decided to attack the

**CONFIDENTIAL**ENCLOSURE (A)VAL KANE  
1 JUL 1945 TO 10 JUL 1945

cannery located at the mouth of the river. Making two runs, photos were taken on the first, and on the second three bombs were dropped on the northern group of buildings from an altitude of 500 feet. Flying debris and dirt were observed and it is believed that hits were scored. Following retirement from the area, course was set for base.

Mean while, Lieutenant MERIWETHER proceeded from the Haripol toward Paramushiro Strait. In the vicinity of Nyagawa Zaki he observed a sea-truck aground at the Cape. On the nearby shore were one or two tents and activity indicating some effort to salvage the ship. Lieutenant MERIWETHER attempted to execute a bombing run but was prevented by poor visibility and position of the ship. While enroute to base, he assisted a B-25 in distress with engine trouble. The B-25 was able to communicate with base only by relaying messages thru Lieutenant MERIWETHER. All planes returned safely.

A flight was organized on 6 June with Lieutenant GORODIEFF as flight leader. He and Lieut. (jg) DANIEL were to search the east coast of Shimushu, Paramushiro and Paramushiro Straits, but the planes became separated enroute and were unable to make contact again.

Lieutenant GORODIEFF made landfall on Cape Lopatka and headed down the east coast of Shimushu at an altitude of 300 feet. When he reached a point about four miles north-east of Terishima Kotto an Oscar was sighted about three miles away at an altitude of 500 feet and closing at 090° to the Harpoon.

Lieutenant GORODIEFF immediately altered his course, increased speed to 240 knots and went down to 100 feet "on the deck". The enemy fighter easily

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closed to within 1500 feet, remaining on a parallel course for about 7 minutes, then making a flat run on the Harpoon. Splashes were seen in the water short to the Harpoon but no tracers were observed. Upon completing the run, the Oscar pulled up sharply, was lost in cloud cover and was not seen again. The Harpoon maintained full power for ten minutes. Lieutenant GERNERT then setting course for home.

Approaching Cape Lopatka, Lieut.(jg) DANIEL continued down the east coast of Shimushu. At an altitude of 3000 feet he sighted Masugawa on the starboard and observed two open fishing boats and a grounded deep sea fishing boat just south of this point. A sharp turn was made to port strafing the boats. Continuing the turn, buildings on Masugawa were strafed. Pulling up into a tight turn to starboard, the fishing boats were strafed again. Making another tight turn to port one bomb was dropped from an altitude of 300 feet, exploding behind the main fishery buildings and sending up much debris from stacked lumber. A complete 360° turn was then made at the same altitude and a bomb was dropped, exploding among the boats. Photographs taken on this run show two boats completely destroyed with possible damage to adjacent boats. A final strafing run was made and Lieut.(jg) DANIEL then set course for home after having fired a total of 1125 rounds and dropping three bombs into the various targets.

Two two-plane sections were sent out on 8 June to make a sweep of the Okhotsk Sea and to search for enemy shipping on the east and west coasts of Paramushiro, and Shimushu and in Paramushiro Strait.

Section Able, with Lieutenant MacREGOR as flight leader and Lieutenant

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1 JAN 1945 TO 30 JUN 1945**

MARLIN flying wing reached to Okhotsk Sea, changed course to port and made a sweep of the north-west coast of Shimadzu, then swinging to a course landing to the west entrance of Paramushiro Strait. During the sweep, decision was made to bomb Katsuka Naval Base thru the overcast, since the entire area was fog-bound. Course was changed to 160° for the bombing run on dead reckoning since the radars in both planes were functioning improperly. A tight section was held during the run, altitude 2000 feet, speed 160 knots, with Lieutenant MARLIN releasing his bombs about 20 seconds before Lieutenant MacGREGOR in the lead plane. This action was taken by Lieutenant MARLIN when he saw installations momentarily thru patches of the overcast directly ahead. All bombs were released singly, in rapid succession, with results unobserved. The course of 160° was maintained until the east coast of Shimadzu was crossed and then both planes headed for home.

Section Baker with the Commanding Officer as flight leader and Lieutenant GARNETT piloting the second plane, departed Atka about five hours after Section Able and approached Cape Lopatka at an altitude of 2000 feet. When approximately nine miles from the Cape, the radar scope indicated two ships dead ahead, five miles apart, which were thought to be Russian merchantmen.

While heading toward the east coast of Shimadzu at an altitude of 200 feet and about three miles off the tip of Cape Lopatka, Lieutenant Commander DAVID's plane was struck by an exploding shell. The aerographer receiving wounds from shell fragments. Lieutenant GARNETT, flying wing on the starboard side, saw a black puff, tending toward a grayish - blue appearance, following a red flash. However, he did not realize at the time that the lead

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plane had been hit. Course was immediately set for base and upon landing investigation showed small fragments indicating a 12 to 20 mm in caliber, which produced a round hole 12 inches in diameter, about six inches from the wing root, near the trailing edge of the starboard wing, with smaller holes near the radar dome, and numerous holes in both sides of the fuselage. Extensive damage was caused to equipment inside the plane, including radio, radar, Loren, and control cables, the hydraulic system. The source of gun fire is unknown.

During the attack on the Japanese fishing vessels, four planes departed Attu in two sections on 9 June with Lieutenant NOREN as flight leader of the first section and Lieutenant ROWELL leading the second. Each plane was to attack one of the fisheries in the area of Masugawa. Approaching the coast on a course of about 240°, the four planes headed straight for the Masugawa area but because of haze, fog and cloud patches along the shore and off shore, great difficulty was experienced in completing orientation among the numerous fisheries north and south of Masugawa. Lieutenant NOREN proceeded down the coast toward Watanabe Zaki in an effort to recognize the area and locate the main fishery. Lieutenant GEORGEFF, flying on Lieutenant NOREN, spotted several beached fishing vessels and buildings nearby at Yotsuwa fishery, and altered course at this point to make an attack. Lieutenant ROWELL, following, caught a glimpse through the overcast of four trawlers just off shore at Watanabe Zaki, some of which were observed by the other planes because of low clouds. Lieutenant ROWELL, followed by Lieut. (jg) DANIEL, attacked the trawlers, making a total of five runs and firing several hundred rounds of machine gun (50 cal.) ammunition.



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**1 JUNE TO 30 JUNE 1945**

into the boats. Numerous hits were observed and smoke was seen issuing from one of the trawlers. Lieut.(jg) DANIEL dropped three bombs which fell short. Lieutenant ROWELL's bombs failed to release.

Meanwhile, Lieutenant KOREN returned from the neighborhood of Nat-anabe Zaki, and, recognizing a fishery at Unaki, dropped his three bombs, hitting a trench behind the buildings on the beach. Lieutenant GEORGEFF attempted to bomb Yotsuima but his bombs failed to release so he strafed the area with machine gun fire.

During the various attacks considerable anti-aircraft fire was received from the trawlers and ground installations. As many as fifty parachutes were observed at altitudes from 600 to 100 feet in the area of Nanikawa Zaki. An unidentified object appeared to be suspended from each of the parachutes, which seemed to be of the barrage shell type fired from mortars. None of the objects was seen to explode. After the runs were completed, all four planes joined up off the coast and headed home. Back at the base it was discovered that one of the four planes had developed a six inch crack in the starboard wing, midway between the leading and trailing edge, about five feet out from the fuselage. Possibly due to or aggravated by the loads imposed in pulling out of strafing runs.

On 10 June, four planes took off from base. The first section, led by Lieutenant TORIKI, was to attack Nanagan fishery, and the second, led by Lieutenant SUMFUS, was to attack Hayake Gawa cannery.

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When about twenty miles distant, landfall was made on Cape Loyalty. Both sections then altered course and flying on the deck, proceeded southwesterly towards their targets. Lieutenant BURFUS reached Hayaka Gawa with Lieut.(jg) BRADBURY and prepared to make a run. On approach it was noticed that Lieutenant TORRY had sighted and was attacking a vessel further south; firing a few rounds into the fishery buildings, Lieutenant BURFUS turned and with Lieut.(jg) BRADBURY, headed south to join the first section. Lieutenant TORRY had observed a "sugar dog" type vessel about two miles offshore at a speed of about twelve knots. He and Lieut.(jg) HEIKKINEN had closed to attack the ship when the second section joined them.

A total of nine strafing and bombing runs were made on the ship. Two of Lieut.(jg) BRADBURY's bombs were seen to straddle the vessel. 3000 rounds of .50 caliber ammunition were expended from bow and turret guns and a good percentage was seen to strike the target. During one run, Lieutenant BURFUS's drop tanks fell off; one struck the forward part of the ship, scoring another hit.

Early in the attack, the vessel's superstructure aft caught fire. By the time the planes left the area, the fire was burning fiercely and seemed out of control. One man was seen in the water and others were attempting to lower a life boat.

During the first runs, meager to moderate anti-aircraft fire was received from the ship. One hit was registered in the nose of one Harpoon, rendering the radar inoperative. All anti-aircraft fire ceased after the second or third run.



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Following the attack all planes joined up and returned safely to base.

On 17 June two two-plane sections engaged in an offensive sweep.

Flight Able, led by Lieutenant ROWELL, departed Attu at 0530. When approximately 75 miles from Kashiwa, the two planes turned left and skirted the east coast of Shimushu and Paramushiro flying on top at 2000 to 4000 feet about ten miles off shore. Turning again and approaching the Kashiwabara area, Lieutenant ROWELL received four radar blips, resembling ships, close into shore and slightly south of Nagasaki. He released his bombs thru the overcast on the radar contacts. What appeared to be radar jamming was experienced at least six times during the period Flight Able was in the target area. It consisted of spots appearing all over the scope, lasting in each case from a few seconds to a minute or more. Both planes experienced this jamming effect. Lieut.(jg) BRINKMAN seeking a possible break through which to drop his bombs, returned to the mouth of the straits and executed a circular course over central Shimushu. Finding no rift in the overcast, he proceeded seaward, joined Lieutenant ROWELL, and both planes returned to base.

With Lieutenant KIRBY as flight leader, Section Baker left Attu at 1320 and encountered weather conditions similar to those encountered by the first section earlier in the day. Approaching the southern tip of Paramushiro on top at 5000 feet, an attempt to descend under the overcast revealed that the cloud cover was solid to deck level. Altering course and passing directly over the installations of the Suribachi air base, at 5000 feet, Lieutenant KIRBY made a radar attack, releasing his three bombs simultaneously, fol-

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lowed immediately by Lieut.(jg) BRAIDURY's bombing run. Following the attack both planes proceeded offshore to Tomari Zaki where they swung over towards Kataoka. Thru a rift in the cloud cover, seven vessels were seen close to the shore of Shimushu. After departing the Kataoka area course was changed eastwardly to fly over central Shimushu and then altered to head for base. Flight Baker did not encounter radar jamming.

Lieutenant MacGREGOR led two Harpoons to southern Paramushiro on 18 June. With Lieutenant GARNETT flying wing the planes altered course north-easterly on reaching the coast and conducted a search close to shore at deck level with negative results. Near Tomari Zaki decision was made to attack the cannery and fishery installations located there. With Lieutenant GARNETT on his port wing, Lieutenant MacGREGOR climbed to 500 feet and released his three bombs in salvo. Two were seen to drop on or near one of the buildings near the shore. Lieutenant GARNETT swung further east and dropped his bombs at the same time, with probable damage to buildings below. Crewmen in Lieutenant MacGREGOR's plane noticed low bursts of heavy anti-aircraft fire near Lieutenant GARNETT's plane as it passed over the target. Following the attack both planes headed north into the Paramushiro Strait area. Visibility was good toward Kashiwakara and seeing no ships in that area, the two Harpoons returned to base.

On 21 June two Harpoons with Lieutenant HOREN as flight leader reached the east coast of Paramushiro and changed heading for Shimushu. Radar

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search was instituted since that area was closed in, but due to radar interference experienced by both planes, the search was only partially effectual and it was difficult for the planes to orient themselves. Bombs were dropped from 2000 feet about four or five miles north of Minami Kaki. Due to the overcast, no estimate could be made of possible damage in the case of either plane. Following his attack, Lieut.(jg) HEIKKINEN joined with the lead plane and both Harpoons set course for base.

Lieutenant MacGREGOR and Lieutenant MARLIN flying Harpoons from Attu on 22 June made landfall on the coast of Kamshatka when about seventy-five miles offshore. Both planes then proceeded towards the east coast of Shimushu, flying about 200 feet off the deck. When nearing the entrance to Paramushiro Strait, both pilots observed what appeared to be a tug and tow about four miles distant on a southerly course from the Strait. Lieutenant MacGREGOR veered to the right toward the tug and a moment later his co-pilot sighted unidentified planes. Simultaneously Lieutenant MARLIN sounded the bogey warning over VHF. When first observed, the enemy aircraft, identified as Oscars, were seen approaching head on toward the Harpoons. Lieutenant MacGREGOR saw three flying together several hundred feet above his plane. Lieutenant MARLIN's crew stated that they saw these three and a fourth several hundred feet higher than the others and to the east.

Immediately after the fighters were sighted, Lieutenant MacGREGOR executed a tight turn to port while Lieutenant MARLIN followed but with a wider turn, thereby falling considerably behind Lieutenant MacGREGOR and

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at about 5 o'clock. Observers in Lieutenant MacGREGOR's plane stated that two of the fighters approached them from behind from about 1000 feet above. The third was on the deck below the Harpoon. When about 1000 to 1200 feet from the Harpoon, all three fighters opened fire. HALLAS, R. J., AOM3s, got in about 100 rounds from the turret guns. The Oscar partially overshot this mark as Lieutenant MacGREGOR saw tracers over his port wing. After this brief exchange the two fighters were seen to wing over and turn toward Lieutenant MARLIN from about five o'clock position. The third fighter, slightly below the Harpoon, continued on course with the IV for a short time and then turned back. One of the fighters which had turned toward Lieutenant MARLIN was observed to be smoking, a fact confirmed by observers in Lieutenant MARLIN's plane. This fighter was seen by Lieutenant MacGREGOR's crew apparently in the process of making a run on Lieutenant MARLIN. When last observed by members of Lieutenant MacGREGOR's crew there were three fighters retiring from the scene.

Shortly after executing his turn to port Lieutenant MARLIN was attacked by one Oscar. The fighter made a level pass from an eight o'clock position, veering to port as he came in. MEDLOCK, R. W., AOM2s, opened fire from the turret, and by the time the Oscar had reached an eleven o'clock position in a tight turn to port it was observed to be smoking. Suddenly it was seen to pull up into a stall, fall off, then recover and execute a level run from nine o'clock directly down the port wing of the Harpoon. At this time both smoke and flames were observed coming from

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around the cowlings, particularly on the port side. The fighter then passed immediately below the Harpoon and both Lieutenant MARLIN and COLLINS, W. L., AM2s, stated that the port wing of the Oscar touched the water and splashed. The Oscar was not observed again due to the fact that two fighters at that moment were in the process of executing high side runs from the starboard about five o'clock and all attention was concentrated on them. The Harpoon opened fire on the two Oscars which dropped off behind; one of them was seen to be smoking. All three Oscars fired at the PV but no hits were scored; the PV expended a total of 400 rounds from the turret. Lieutenant MARLIN's crew agreed with observers in Lieutenant MacGREGOR's plane that three fighters were observed retiring from the scene, assuming that the third plane had returned from the vicinity of the lead plane and joined the second and third plane which had attacked Lieutenant MARLIN.

Following the encounter the Harpoons joined up and returned to base.

During the period 1 June to 30 June, 81 sweeps were scheduled, 53 completed. 15 turned back because of weather and 13 were cancelled due to weather.

In the same period 36 Sector Searches were scheduled, 17 completed. Weather caused 3 flights to return and cancelled 13 of those scheduled.

**CONFIDENTIAL****REMARKS (A)****FOR REVIEW  
1 JULY 1954**

Patrol Bombing Squadron 139, under the command of Lieutenant Commander Glenn Allen DAVID, (A1), U.S.N.R., at the close of July, consisted of an Attu group of 32 officers and 34 enlisted men with six (6) aircraft; an Anchitla group of 20 officers and 20 enlisted men with six (6) aircraft. Twelve (12) FV-2 type aircraft remain of fifteen (15) originally assigned this squadron.

During the period 1 July to 31 July 51 searches were scheduled at Attu. Thirty-three (33) searches were completed and forty-two (42) were cancelled because of adverse weather conditions. Seven (7) searches returned to base because of poor weather enroute or anticipated terminal weather.

On 24 July a detachment of 20 officers and 20 enlisted men departed Attu in six (6) planes for duty at Anchitla.

Beginning 26 July the Anchitla detachment scheduled searches in sectors 5, 6, and 7 on the Jig Plan for a total of 12 searches to the end of the month. All were cancelled due to low ceiling and visibility at terminal or adverse take-off weather and expected terminal conditions.

Five (5) mail flights were scheduled from Attu to Anchitla but were unable to take off due to weather with the exception of one (1) plane which did arrive over Anchitla laden with mail but was unable to land because of low ceiling and poor visibility. It returned to Attu much to the disappointment of the Anchitla detachment who had been without mail for over a week.



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ENCLOSURE (A)

~~1 SEPTEMBER 1945 TO 13 SEPTEMBER 1945~~

Patrol Bombing Squadron 139, at the first of September, with Lieut-Comdr. ROY B. ANDERSON, (A), USNR still acting as Commanding Officer, consisted of one (1) officer and two (2) enlisted men with no aircraft.

On the seventh of September Lieut-Comdr. ROY B. ANDERSON was detached from this command thus leaving the two (2) yeomen who were awaiting the arrival of the squadron files for the decommissioning of the squadron.

On 10 September, Lieutenant L. C. WORTSE, USNR was temporarily assigned to the squadron for duties as Acting Commanding Officer. Such duties to be completed on the decommissioning of the squadron.

On 11 September, the files of the squadron finally arrived from Attu. During the period 10 September to 13 September 1945 the squadron was in the process of decommissioning.

Patrol Bombing Squadron ONE HUNDRED THIRTY-NINE is officially decommissioned as of 13 September 1945, at the Naval Air Station, Seattle, Washington.

